



and rearranging the interior to suit anybody who requires a twin-engined machine, which, nevertheless, is as easily handled as any smaller single-engined type.

The Scion, as a matter of fact, has shown itself to have a good performance on floats, and any revival of interest in seaplane flying may result in a reappearance of the machine in this form. The structure is all-metal, the wing being of fabric-covered duralumin and the fuselage of welded-steel tube, and long experience has shown that the machine can be very inexpensive in the matter of airframe maintenance.

**SPECIFICATION:** Span, 42ft.; length, 31ft. 6in.; weight empty, 1,920 lb.; all-up weight, 3,200 lb.; maximum speed, 130 m.p.h.; cruising speed, 115 m.p.h.; landing speed, 50 m.p.h.; rate of climb, 625 ft./min.; range, 400 miles. **Makers:** Pobjoy Air Motors and Aircraft, Ltd., Rochester Aerodrome, Kent.

### SHAPLEY

**A** MIDST a comparatively large number of new and experimental light aeroplanes of various shades of lightness is the Shapley Kittiwake, an open two-seater mid-wing monoplane at present fitted with a Continental flat four engine. The word "mid-wing" is really a misnomer, since the effect is produced by a very pronounced gull shape at the centre section. The wing is of cantilever construction and fuselage is a wooden monocoque.

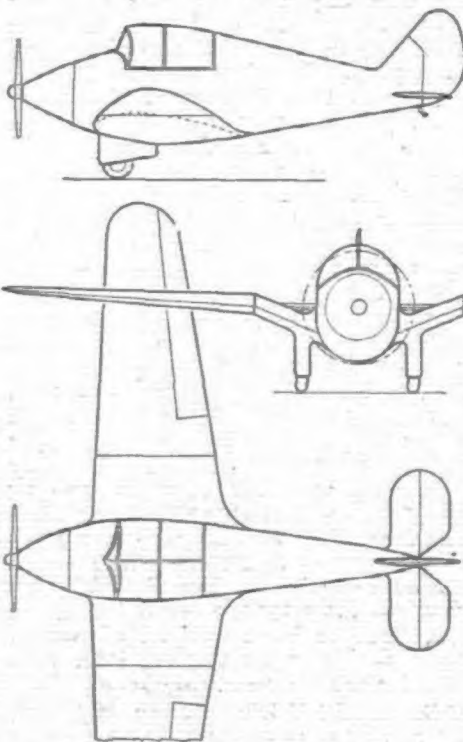
**SPECIFICATION:** Span, 31ft. 6in.; length, 20ft. 3in.; all-up weight, 1,000 lb.; weight empty, 630 lb.; maximum speed, 116 m.p.h.; cruising speed, 100 m.p.h.; landing speed, 45 m.p.h.; range, 250 miles. **Makers:** Shapley Aircraft, Ltd., Swan Street, Torquay, South Devon.

### TIPSY

**B**Y this time the first of the production Topsy two-seaters, which are being built at Hanworth, should be nearly ready to take the air. Generally speaking, the British version of the machine will be similar to that originally made in Belgium and demonstrated for the first time over here early last year. The side-by-side cockpit has, however, been widened and to some extent rearranged, and considerable thought has been given to the design of the windscreen in order that it may be possible to fly the machine in comfort without helmet or goggles.

The Topsy's basic value will be that for dual instruction at extremely low cost, but it will, nevertheless, be equally useful as an inexpensive tourer. Since no suitable English engine is at present

The first of the British-built two-seater Topsy Monoplanes should soon be available. This is the Belgian version photographed on its first demonstration in this country.



A machine of distinctly unusual design—the Shapley Kittiwake.

available, at least the first series of the batch of fifty which are being laid down will be fitted with the 62 h.p. Walter Mikron engine, which is an inverted four-in-line of fairly conventional layout. Special attention is being paid to the finish of the machine, which, in the Belgian Topsy monoplanes has been so noticeably good.

When the two-seater was first demonstrated no flaps were fitted, and the approach was, consequently, a little too flat. The production machine—and, for that matter, the demonstrator now in use—will be fitted with directly operated split flaps.

**SPECIFICATION:** Span, 31ft. 2in.; length, 22ft.; cruising speed, 105 m.p.h.; range, 400 miles; price, £575. **Makers:** The Topsy Aircraft Co., Ltd., London Air Park, Hanworth, Middlesex.

### WICKO

**S**IGNS of a return to many old ideas are to be found in the latest Wicko monoplane, which is now in production with a Gipsy Major engine. It is, for instance, a strut-braced high-wing monoplane—with all that this implies in the way of downward view—and the aim of the designer has been to make the structure as simple and as straightforward as possible. Nevertheless, it is fitted with contour-changing flaps, and the occupants are seated side-by-side in what is a very reasonably capacious cabin with two doors.

As a flying machine the Wicko has quite a number of interesting characteristics, not the least important of which are its remarkably stable stall, with the flaps up and down; and its capacity for slow and accurate sideslipping on very little rudder. The structure, too, is interesting in that the wing is ply-covered to take drag loads, and the box-type fuselage is constructed in four sections so as to reduce the complications of jiggling. Each of the four sections carries its own half-longeron, which are glued together to become laminated wholes. The price of the machine has not yet been finally fixed, but is likely to be in the region of the figure (£800) which has already been given.

It may be remembered that the original Wicko was fitted with a converted Ford V8 engine, and the machine, when so powered, flew quite well, though with a somewhat reduced load. Any other machine which may be produced with this engine will have a specially large span.

**SPECIFICATION:** Span, 31ft. 6in.; length, 23ft. 3in.; all-up weight, 2,000 lb.; weight empty, 1,255 lb.; maximum speed, 140 m.p.h.; cruising speed, 122 m.p.h.; landing speed, 45 m.p.h.; range, 500 miles. **Makers:** Foster Wheeler Aircraft Co., Ltd., Southampton Airport, Eastleigh, Nr. Southampton.



The Wicko Monoplane, shown here making an approach with the flaps fully down.